

## **LUNKEN AIRPORT MASTER PLAN UPDATE**

### **CTAG/CTAG-AC Meeting #1 Working Session: Suggestions / Wish List Items / Questions**

#### **SUMMARY**

The following is a list of items generated by participants at the CTAG/CTAG-AC meeting held on September 16, 2003. The participating stakeholders were asked to help identify any items, regardless of cost or feasibility, as a starting point for the Master Plan Update discussions at subsequent CTAG meetings. The items identified during and after the working session are grouped with similar items.

#### **FACILITIES**

- Maintenance Facilities: equipment storage, chemical storage, dog pen
- Airport Road improvements: drainage, 10-foot widening, curb and gutter, sidewalk

#### **NOISE MITIGATION/ABATEMENT**

- Enforcement on 21L and 3R Runways
- Reduce noise – 15 dB less
- Install 2 to 3 hush houses (instead of berms)
- 900-foot extension south end 21L Runway, for earlier ascent therefore lifting aircraft to higher altitude over residential areas (This is also a safety issue)
- Instrument Landing System (ILS) – 3R Runway
- Lead-in lights
- Run-up pads 3R, 3L Runways
- Controlled field and approach 24 hours/7 days. (Turbine powered aircraft are making a direct in approach to 21L/3R Runway from the southwest. They are usually below the recommended 1,500 feet mean sea level (MSL) at 2 miles out. They are flying directly over single-family residential areas, some dating back to the late 1920s, early 1930s. They need to follow the recommended approaches.)

## **OPERATIONS / GROWTH**

- Business strategy: Self-sustaining operation—balancing Airport revenues with community concerns
- Concern for expansion versus economic viability of neighborhoods

## **SECURITY/SAFETY**

- Code of Federal Regulation (CFR) signage on field to minimize runway incursions
- Complete sign installation
- Wig-wag lights
- 24 hour/7day Air Traffic Control Tower (snow removal, enforcement)
- Parallel taxiway (to prevent taxiways from crossing runways)
- Perimeter road (to separate ground vehicles from taxiways and runways)
- New tower (tower cannot currently view all areas of the field.) (This is also a noise-related item.)
- Safety (general)
- As private and public charter operations continue to expand, including the possibility of scheduled passenger operations, keep in mind the needs of security awareness, education, equipment, facilities, and procedures.

-Robert Rouland/Dept. of Homeland Security

## **SITE AND VICINITY ENHANCEMENTS**

- Deal with aesthetics and land use on Kellogg Avenue adjacent to Airport. An airport needs to be attractive (and the adjacent land)
- General clean up, lighting, etc. to Wilmer Avenue. Gateway to the City
- Enhancements (commensurate) to surrounding recreational facilities.
- Roadway traffic patterns

## MISCELLANEOUS

- Master Plan Process to include the recently stated mandate (Guiding Principles) of Cincinnati City Council and that all forecasts do not include potential commercial and cargo jet operation at Lunken Airport
- Vocational program for City high school students (Note: Lunken participates in programs at Cincinnati State, Warren County, and Embry-Riddle Aeronautical University)
- Relationship to regional growth. Lunken to regional system as relates to regional growth of aviation network.
- Market study, property valuation

## QUESTIONS

1. **Will Master Plan Update include (in addition to facilities) policies of operations?** The Master Plan will establish policy direction and guidance, but will not include specific operational procedures. The Lunken Minimum Standards, Rules, and Regulations will be completed after the master plan and be designed to implement the Master Plan and reflect the adopted policies.
2. **What is process for minority reports on Master Plan topics? How will they be included in process and Master Plan? What is the process for decision-making in the details of the Master Plan? (This needs agreed upon up front.)** The process, facilitated by staff and consultants, will be based on a consensus-building approach. It is our goal to present the Master Plan Update vision, goals, objectives, and recommendations to Cincinnati City Council with the endorsement of the Oversight Committee, which is comprised of a broad range of stakeholders. Ultimately, City Council is responsible for providing policy direction to the Master Plan and will be reviewing and providing feedback at critical steps in the process. They will also be asked to adopt the final Master Plan Update prior to its submittal to the Federal Aviation Administration (FAA).
3. **Provide information on current regulations/controls on onsite pollutants: How many chemicals/de-icers are or will be used? Fuel leakage?** Staff will make available the hazardous materials policies and regulations along with statistics on current usage information.
4. **For Greater Cincinnati and Lunken, regarding actual number of flights and percentage of total flights, is there more or less corporate aviation compared to peer cities and airports?** Corporate flights into Lunken are comparable to other city airports of similar

stature. It may be slightly ahead. Larger city airports such as Teeterboro, NJ; Centennial, Denver, CO; and Van Nays, CA, handle as many as 250,000 to 300,000 annual operations.

5. **At the 9/16 meeting, Lunken was called the "best corporate airport in the country." How much does such an excellent standing influence use? Does that standing skew forecasts in a way that might not affect other lower-rated airports?** The actual statement is that the local regional aviation network serving the greater Cincinnati area is one of the best systems in the country. There is the perception that with the excellent services provided by Lunken (snow removal, Crash Fire Rescue, Air Traffic Control Tower, and Instrumented Runways) would influence use of the facility, however, use is primarily driven by market and demand. Since forecasts are based on national and local use trends, the forecasts will be different for Lunken than for other airports with other markets, needs, and demands.
6. **How many planes are based at Lunken now?** 265 aircraft are based at Lunken.
7. **How has Lunken's use/activity changed since 9/11? What is the nature of that change? Has corporate use of Lunken changed since 9/11?** There has been an increase in the use of charter activity, especially in the fractional ownership area. Lunken's activity overall actually increased in 2002 and is a little behind the 2002 numbers thus far in 2003. Corporate use of the Airport has continued to be high.
8. **Is shared aircraft ownership a factor for Lunken? Any trends with shared ownership?** Yes, See question #7.
9. **For the last forecast, what were the projected growth rates, in percentages, for based aircraft and annual operations during the time span of the forecast?** The Master Plan approved by FAA in 1989 forecasted 315,000-331,000 operations by 2006 and 380-415 based airplanes. The projected growth rate used was 3.1 % per year (base case). An alternative rate of 3.4 % per year was applied based on a scenario in which Lunken Airport absorbs Blue Ash Airport operations (expanded case).
10. **Looking back, how accurate was the last forecast? For example, how closely did the based aircraft projections match real world numbers?** Aircraft operations in 2002 were approximately 132,000. There are 265-based aircraft. The 1989 Master Plan projections were high.
11. **There is a policy recommendation to change corporate self-fueling rights. Was that change implemented?** No additional fuel farms have been approved since 1989. The existing corporate fueling operations have been "grand-fathered" in and still exist. Tenants of these corporate facilities with fuel farms are permitted to "co-mingle" their fuel in the corporate tanks.
12. **The 1989 Master Plan Development Plan lists 23 projects. Which of those have been completed? (Just a reference using I-1, or I-5, or II-3 or II 12 is okay.)** The following Development Plan items have been completed:

<b>Items for Development 1986-1990</b>		<b>Completed</b>
I-1	Runway 2R/20L Strengthening	✓
I-2	Runway 6/24 Strengthening	✓
I-3	T-Hanger Development	✓
I-4	Single-Unit Hangar Development	✓
I-5	Runway 20R Clear Zone Clearing	✓
I-6	Miscellaneous NAVAIDS	In progress
I-7	Midfield Aircraft Operating Area	✓
I-8	North Airfield Commercial Site	

<b>Items for Development 1991-1995</b>		
II-9	Construct Runway 2R/20L Parallel Taxiway	
II-10	Runway 2R Precision Approach	
II-11	Runway 24 Non-precision Approach	
II-12	Special Service FBO	✓
II-13	Redevelop Hangar Area	
II-14	FBO Expansion	✓
II-15	T-Hanger Development	In progress
II-16	Airport Maintenance	
II-17	Airport Road – Kellogg Avenue Connector	

<b>Items for Development 1996-2006</b>		
III-18	Construct New Taxiway “C”	
III-19	South Airfield FBO	✓
III-20	Remodel Terminal Building	In progress
III-21	Noise Berm	
III-22	T-Hanger Development	✓
III-23	Runway 2R/20L Aviation Easements	